# GEOGRAPHIC NEWS BULLETINS

*Published Weekly by*

THE NATIONAL GEOGRAPHIC SOCIETY

(The National Geographic Society is a scientific and educational Society, wholly altruistic, incorporated under the Federal law as a non-commercial institution for the increase of geographic knowledge and its popular diffusion. General Headquarters, Washington, D. C.)

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*Photograph by Citroën-Haardt Expedition*

### TRAIL BLAZING ON THE ROCKY ROAD THROUGH TURKESTAN

In 1932, seven tractor motor cars of the China group of the Citroën-Haardt Trans-Asiatic Expedition, in which the National Geographic Society cooperated, made a 6,000-mile round trip over old caravan routes from Peiping to Aqsu, in Sinkiang. In Tokosun Gorge a roadway had to be cut from the rocks. Through such long-neglected "back doors" China is reported to be receiving military supplies (Bulletin No. 1).

### HOW TEACHERS MAY OBTAIN THE BULLETINS

The Geographic News Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers in the United States and its possessions for one year upon receipt of 25 cents in stamps or money order (in Canada, 50 cents). Entered as second-class matter, January 27, 1922, at the Post Office at Washington, D. C., under the Act of March 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, Act of October 3, 1917, authorized February 9, 1922.

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**General Headquarters, Washington, D. C.**


## "Back Doors" to China Again Important

THE "open door" to China, welcoming traffic by sea, has been slammed shut by Japanese blockade of the entire coast. But news dispatches hint that supplies and munitions are being delivered at China's "back doors."

Out of reach, at present, of Nippon's bombing squadrons, motor-, camel-, horse- and porter-borne trade toils in again over ancient caravan trails traveled by Genghis Khan and Marco Polo (illustration, cover), and also over newer routes cut through mountain barriers by western railroad engineers.

French Indo-China on the south, Russian Turkestan far to the west, and the windy wastes of Siberia in the north have railroad arteries with which blockaded China is groping for contact. Malarial jungle in the tropics, unmeasured mountain heights, and snow-sprinkled deserts are the obstacles which slow up the wheels of motor trucks and the feet of men and beasts along these routes. Some links in the cross-country chain of commerce may lack wheels entirely, depending on camel caravans or rafts swirling downstream on flood water.

### Mountain Wall Both Barrier and Bulwark

Such thin lines of traffic are becoming life-lines, however, now that the seaway to China is barred. They were the only means of communication a few centuries ago, when venturesome Arab sailors were the sole traders to reach the country by water. Difficulties of these routes, including a mountain wall of the highest peaks in the world, were protection against overland invasions.

Most important, strategically, of these neglected back-door entrances is the newest, the approach by way of Indo-China. Here China's two southwestern provinces are entered by railroads, the only rail connections with a foreign country except those with Manchuria in the far northeast. Started in 1901, these lines give China's commerce a chance to "breathe" through the port of Haiphong.

From the French Indo-China coast a railroad runs through steaming rice fields to the capital of the colony, Hanoi. A branch here turns eastward to enter Kwangsi Province by the tiny border town of Nam-kuan, the "Southern Toll Gate" and proceeds to Lung-chou, City of the Dragon.

Travel beyond the Kwangsi railhead usually proceeds by river, requiring three weeks to reach Canton if the water is low and two weeks when flood tides lend speed. Little fleets of junks and sampans, and steamers where the rivers broaden, carry most of the traffic. A new motor highway, however, is being built to link Kwangsi with the outside world (illustration, inside cover).

### Other Branch Climbs China's "Backstairs"

More spectacular is the other branch of the Indo-China line, climbing doggedly over China's mountain rim and up to the mile-high plateau city of Yunnanfu. In 400 miles of Chinese territory, it requires almost 300 tunnels and bridges. In places the line shoots out of a tunnel, vaults a chasm, and plunges straight into another tunnel. Threatened by bandits and landslides, trains run only during daylight after the border is crossed at Laokay.

Yunnanfu is capital of the second largest province in China, and possibly the most mysterious (illustration, next page). Travel eastward to Canton requires a month of motoring over a narrow dirt road—weather, war lords, and bandits permitting.

On the north frontier, too, the 20th century has pepped up old trade routes, with a fairly regular motor service across Outer Mongolia. Connecting with the



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*Photograph by J. T. McGarvey*

**"MEN AT WORK" SIGNS IN CHINESE SHOULD INCLUDE "WOMEN AND CHILDREN"**

**China is building motor roads at a feverish pace these days, using both modern machinery and ancient devices, whole families sharing the labor. Here workmen are tamping down the dirt surface with a metal disk attached to ropes. Ninety per cent of all China's roads are dirt. In a territory one-fifth again as large as the United States, the Chinese Republic has a road mileage equal to one-tenth of the surfaced roads of the United States, and one-sixteenth of the United States' total road mileage (Bulletin No. 1).**

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## Home Climate, Sun-Basking and Imitation Moonlight for National Zoo Residents

"HOW did Noah stow all his animals into the Ark?" raises the question of animal housing, which every age has handled differently. An answer of the modern age is the new Pachyderm House at the National Zoological Park, in Washington, D. C.

This building, opened last month, was one of the real estate developments necessary before 1,000 Oriental creatures, ferried into the western world recently by the National Geographic Society-Smithsonian Malaysian Expedition, could be transplanted. The expedition was led by Dr. William M. Mann, the Zoo Director.

If all the animal population of Uncle Sam's zoo should suddenly escape, the empty buildings would still be worth exploring. To the creature straight from the jungle they offer all that civilization can do in the way of a home free of rent and enemies, plus modern conveniences, regular meals, hand-painted backgrounds, resident physician, and a full house for nearly every performance.

### Light on Animals Instead of Spectators

Unique features of National Zoo buildings are the improved ventilation systems and the Nocturnal Room which reverses night and day for small mammals usually active at night only. Special heating enables both zoo resident and visitor to have their accustomed climate at the same time. The Komodo dragon in the Reptile House enjoys the latter feature, basking in a huge glass-walled room, where the temperature soars to 86 degrees, while visitors watch from a cooler spot.

Flashiest Zoo spectacles are in the Pachyderm palace: four giraffes at one end, enclosed in artificial African scenery; and Bongo, the hippopotamus, at the other end, splashing in specially heated water that runs through a hand-painted jungle. While spectators throng in a theatrical twilight, large skylights around the sides spotlight the animals, so that every enclosure becomes a bright miniature stage. Perfectly see-able, even photograph-able, are giraffe eyelashes. Illusion of sunlight on the African veldt sends sleek, spotted Nageoma to the shade of a painted tree, disguising the 18-foot door to the cage. This giraffe's new name is neither African nor Indian, but a contraction of "National Geographic Magazine."

### Artificial Moonlight for Night-Roaming Creatures

Actually longer than the big tent of the average circus, the Pachyderm House shelters a 13-"ring" circus, with sixteen "thick-skins" showing their tricks. Jumbina, the African elephant (big ears, big tusks) passes around her trunk for peanuts against a jungle backdrop. The Sumatran elephant in the fourth enclosure away (smaller ears, smaller tusks) hunches powerful shoulders and tramps around a painted landscape dotted with Buddhist temples. A pair of pigmy hippopotamuses trot like fat pigs down steps into their private swimming pool. Malayan tapirs, Indian gaur (wild cattle), African buffalo, and a rhinoceros are other side-shows.

The barrel-vaulted roof is lined with acoustical tile, which absorbs the echoes from animal trumpetings and shrill human cries of "Look!" and "What is that?" Doors to cages are electrically operated by remote control.

Outdoors are runways and concrete-lined water holes where, weather permitting, hippo and elephant can charge about in barless enclosures. These pachyderm playgrounds are bounded by trenches 5 to 7 feet wide and deep.



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railroad and caravan trail into Peiping is the trade track now passable for automobiles through the Kalgan Pass north across the Gobi Desert to that trade center of the Mongolian nomads, Urga. Stalwart drivers can push on across the Siberian border and make connections with the Trans-Siberian railroad at Verkhneudinsk. This link between China and the north, however, is of little use to China today because the southern section is now Japanese controlled.

The Trans-Siberian line, connecting with European ports and industries, is tapped farther west by the Turk-Sib Railway, crossing caravan routes at the Kazak stations of Semipalatinsk, Sergiopol, and Alma Ata. The trail from Semipalatinsk reaches western China through a pass between peaks 13,000 feet high, and joins the route from Urga at the lonely town of Sairusu, in the Gobi.

Traffic from other Russian railheads converges upon that age-old road to Cathay traveled by Marco Polo. Over a western wall of mountains the routes meet near Urumchi, and skirt the Great Wall of China to Lanchow. Thence the trail winds eastward into Sian, capital of Shensi. From Sian, one of China's newest railroad extensions can carry imports eastward to the crowded coast.

Note: This bulletin and the Society's Map of Asia can be used for a project on old and new routes of communication. The map shows railroads and caravan routes. This map was published as a supplement to the *National Geographic Magazine* for December, 1933. Write to the Washington, D. C., headquarters of the National Geographic Society for folder describing this map and other publications.

Some of China's "back-door" routes are described in the following: "With the Nomads of Central Asia," *National Geographic Magazine*, January, 1936; "By Motor Trail across French Indo-China," October, 1935; "Explorations in the Gobi Desert," June, 1933; "From the Mediterranean to the Yellow Sea by Motor," November, 1932; "On the World's Highest Plateaus," March, 1931; "Desert Road to Turkestan," June, 1929; "The World's Greatest Overland Explorer," (Marco Polo) November, 1928; "By Coolie and Caravan across Central Asia," October, 1927; "Through the Great River Trenches of Asia," August, 1926; "Road to Wang Ye Fu," February, 1926; "The National Geographic Society's Yunnan Province Expedition," April, 1925; and "Banishing the Devil of Disease among the Nashi," November, 1924.

**Bulletin No. 1, November 8, 1937.**

*Photograph by Dr. Camillo Schneider*

**YUNNAN IS A STRANGE BLEND OF CHINA, TIBET AND INDO-CHINA**

**At this busy market place in Yunnan Province can be seen the overstuffed clothing and the peaked buildings of the Chinese, the faces of Tibetans, and the lamp-shade hats of the Indo-Chinese. This "back door" to China is a lofty region cut by deep river canyons. Most of its roads are mere trails, offering little footing for horses or heavily laden porters.**

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## Brussels, Belgium's City of War Memories

SELECTION of Brussels for the Nine-Power Conference on the Sino-Japanese conflict placed the meeting in a city which has known war and has often, through the centuries, heard the marching of heavy boots on its cobbled streets and the boom of distant gunfire. Napoleon's career ended at nearby Waterloo, and, while the city escaped bombardment in the World War, it was constantly threatened with destruction.

### Stone Slab Marks Spot of Edith Cavell's Execution

To the discerning visitor, there is an undertone of warning about the Belgian capital despite the hum of its busy industries and the gaiety of boulevard life. One's eyes are constantly being confronted with grim war mementos, and even over marble café tables there is constant talk of alliances, treaties and national defenses.

Men still doff their black hats as they pass the tomb of Belgium's Unknown Soldier. Flanked on each side by bronze lions, and at the head by a perpetual flame, the tomb lies at the foot of the tall Congress Column which stands overlooking the city.

In the courtyard of the National Rifle Range a stone slab, set in the grass, marks the actual execution place of Edith Cavell and of the Belgian and French agents charged with aiding more than a hundred Allied soldiers to escape across the Belgian border to safety. The low wall that partially shielded the firing squad now is painted sky blue. In summer, begonias bloom in boxes along its top.

### Carrier Pigeons Did Their Bit

Neither these nor the pink rambler roses brightening the courtyard can destroy the atmosphere of tragedy overhanging the place. Rifle shots of soldiers practicing in the range recall, more vividly, the episode that made the British nurse the outstanding heroine of the World War. In Brussels' Parliament House is the Senate Chamber in which Edith Cavell was condemned to death by a German court martial.

One war memorial, depicting British and Belgian soldiers as comrades, was erected in Brussels by the British. It symbolizes Belgian kindness to British wounded and prisoners.

Another World War monument commemorates fallen war aviators, while still another, *Au Pigeon Soldat,* recalls the part played in the War by carrier pigeons and those who raised them.

### Belgian Dogs Pulled Machine Guns

During the German occupation of Belgium, pigeon breeders were warned to keep their birds confined. Three months in prison was the punishment for letting pigeons loose, and a year's imprisonment faced anyone seen carrying a live pigeon outside a pigeon cote. In the War, the birds earned their title of "soldier pigeons" as, often with an eye or leg shot away, they flew dozens of miles carrying vital information.

Belgians also put their dogs to work in the War. Shepherd dogs, with first-aid kits strapped to their bodies, aided wounded soldiers in No Man's Land, ferreting them out in dangerous places where men dared not go. On the Brussels



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In another new Zoo building, the Small Mammals House, filtered fresh air is fanned in under pressure, to abolish the "stable" atmosphere of the 200 animals housed there. It is not the family of skunks which require this, for their scent glands have been removed in deference to visitors; but coyotes, civet cats, and indeed any other animals in quantities make visitors grateful for the air-refreshing system. Ventilation is also a life-saver for animals, for their tempers often mount with the temperature, and it is believed that captive creatures pine for their natural weather as much as for their homes.

*Photograph by Clifton Adams*

**INDOOR TROPICS AT THE ZOO**

**A bird house de luxe at the National Zoological Park contains a flight cage for feathered captives who would not thrive in more cramped quarters. A waterfall, a pool, and high perches among branches of a tree contribute to the manufactured "outdoor" atmosphere for the herons, cranes, spoonbills, hornbills, and toucans.**

The Small Mammals House contains glass-covered burrows for gophers, a swimming tank with a gangplank entrance for the Alaskan otter, and artificial moonlight for night-roaming creatures such as the little kangaroo rat and the Egyptian jerboa. Chipmunks get exercise in their small glass houses by scampering around tilting "merry-go-round" tables. Ground squirrels take several hundred daily dozens inside their revolving "ferris wheels" of wire screen, galloping three abreast like tiny horses in a chariot race.

For visitors, the Small Mammals House contains two steps and an observation platform in front of the orang-utan cages, where spectators can stand in tiers to watch "Rassler" don a battered hat and thump against a barred window for the attention of his pal Susie.

"Cages" in the new wing of the Bird House are of duralumin and glass, with no wire to give the feathered occupants false markings. Four hundred feet of pipe keep the penguins refrigerated to 50 degrees, in a rocky show-window complete with swimming pool and painted icebergs.

Zoo growth during the past year has included not only the Small Mammals House, Pachyderm House, and new wing of the Bird House, but some service units as well. A new machine and repair shop gives carpenters a chance to repair the bars bent by the rhinoceros, and perches chewed by parrots. A heating unit, serving most of the buildings, has conduits large enough to walk through. A stone garage shelters trucks needed in the 436-acre Zoo.

Note: Photographs and information about zoological parks in the United States and other parts of the world may be found in "Washington, Home City and Show Place," *National Geographic Magazine*, June, 1937; "Changing Berlin," February, 1937; "As London Toils and Spins," January, 1937; "Paris in Spring," October, 1936; "Capital Cities of Australia," December, 1935; "By Motor Trail Across French Indo-China," October, 1935; "Nature's Most Amazing Mammal," (Elephant) June, 1934; "By Car and Steamer Around Our Inland Seas," April, 1934; and "Washington Through the Years," November, 1931.

See also in the GEOGRAPHIC NEWS BULLETINS: "Modern Noah's Ark Returns with Rare Animals for Uncle Sam's Zoo," week of October 18, 1937.

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## South America Also in the Spotlight

UNDECLARED wars and unrest in Europe, in the Near East, and in the Orient have recently turned the eyes of canny businessmen and the feet of holiday-seeking tourists more and more toward the Western Hemisphere. Latin America is receiving more attention than at any time since it was the source of many raw materials needed in the World War.

Magazine articles, radio programs, public forums and travel circulars are beginning to point out trade advantages, cultural activities, and scenic and recreational places to be found south of the Rio Grande. They also reveal the tremendous strides that have been made among Uncle Sam's friendly neighbors in the fields of art, music, literature, engineering, commerce and diplomacy.

Perhaps few realize what an important part the twenty Latin American republics of Central and South America play in the life of the United States. Commercially they are good customers. In 1936, for instance, Latin American countries took 17.5 per cent of the total exports of the United States, and they accounted for a little over 20 per cent of total U. S. imports. On the other hand, a third of the total exports of Latin America is sent to the United States; and nearly a third of its total imports originates here.

### New Map Will Show Latest Developments

South America, in particular, has been a good field for American investments; more than two and a half billions of dollars of United States capital is at work there developing railroads, air lines, oil fields, mines, and plantations.

In order to keep pace with the growing demand in the United States for accurate and up-to-date information about the big continent to the south, the National Geographic Society is publishing a new wall map of South America, which will be sent as a special supplement to the December, 1937, issue of the *National Geographic Magazine*. Not only will this map show the latest air lines, railroads, river routes, changes in place names, chief natural resources, and features of scenic beauty and historic interest, but it will also be accompanied by an illustrated article, "Bonds Between the Americas," describing highlights of the South American trade of the United States.

The South American map, latest in the series of large wall maps issued in recent years by The Society, will be particularly useful in home, school or library as a basis for class projects or units of work relating to Latin America.

### Broadcasts about and to Latin America

An educational program through radio, backed by the United States government to promote further the Good Neighbor Policy with Latin America, was started on November 1. The series, entitled "Brave New World," is being presented, under the auspices of the U. S. Office of Education, each Monday evening from 10:30 to 11 o'clock Eastern Standard Time, over the Columbia Broadcasting System. The broad sweep of Latin American history, culture and present-day problems is being developed in 26 episodes. Cooperating in the enterprise are the Pan American Union and the diplomatic representatives of all the Latin American republics.

A different type of radio program is the series being produced by the United States Department of Commerce. These broadcasts relate to the human drama



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monument to the Belgian infantry, a machine gun, mounted on wheels, is being pulled by a dog wearing a leather and chain harness. The statue's real life motive power may frequently be seen in the marketplace, seated panting under the tilted vegetable cart, or trotting along beneath it, pulling his share while his master or mistress pulls the shafts.

In the cobbled Grand' Place, surrounded by ancient buildings, German infantry drilled during the German occupation of Brussels. When the Germans left, Grand' Place swarmed with cheering Bruxellois greeting the exceedingly popular Belgian King and Queen who, returning from exile, appeared on the Town Tall balcony overlooking the square.

### Artist Painted His Protests

Brussels has felt the far-reaching effects of battles other than those at Ypres. From the tower of the Town Hall one may see the cone-shaped Lion Mound marking the world-famous battlefield of Waterloo. Here, twelve miles from the capital, Napoleon met defeat on June 18, 1815. Byron's celebrated poem "Waterloo" describes the ball given in Brussels by the Duchess of Richmond on the eve of the battle. From the music and merrymaking of the ball, the Duke of Wellington and his allies marched out to crush Napoleon.

In the Wiertz Museum hangs a Belgian's protests against the horrors of war: a series of sardonic paintings by Antoine Joseph Wiertz showing the futility of bloodshed.

Note: Photographs and additional descriptions of Brussels will be found in "Flying the World," *National Geographic Magazine*, June, 1932; "Armistice Day and the American Battle Fields," November, 1929; and "Through the Back Doors of Belgium," May, 1925.

**Bulletin No. 3, November 8, 1937.**

*Photograph by Melville Chater*

**PEACEFUL ENOUGH ARE THE SURROUNDINGS OF PEACE CONFERENCE CITY BRUSSELS**

**Beyond the suburbs of Brussels stretch pastoral scenes complete even to reflection in the water, rippled slightly by a towed canal boat. This area, however, lies between Belgium's capital and the "black country" around Charleroi, grimy with smoke from iron, coal, and glass industries. Canals in Belgium are important arteries of trade and much of the country is criss-crossed with tree-lined waterways.**

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## The Simmering Cauldron That Is Palestine

AGAIN from Palestine come dispatches describing attacks on police, bombings of roads and railways, and raids on outlying villages. Last month the Mufti, or Arab leader, of Jerusalem, fled in disguise to Syria to escape arrest.

Recent unrest and violence dates from the publication of the report of the Palestine Royal Commission, under Earl Peel, last summer. The British Government has accepted the plan, but it will not go into effect until the Council of the League of Nations and the United States approve it.

Outstanding recommendation of the 404-page Peel report is for the creation of the first independent Jewish State since the days of the Roman Empire. Nearly all of the rest of Palestine would be made a new independent Arab State, except for the cities of Jerusalem, Bethlehem, Nazareth, and a strip between Jerusalem and Jaffa on the Mediterranean Sea. These would remain under British mandate.

### Jewish State About the Size of Delaware

The proposed new Jewish State is a club-shaped region taking in about one-quarter of the present territory of Palestine. While it would thus be one of the world's smallest nations—a little larger than the State of Delaware—the Jewish State would contain some of the richest farm land, have access to several of the best ports, and embrace nearly half the populated area of Palestine. Roughly it includes the northwest quarter, the section of most intensive Jewish development.

The Arab portion, of 7,000 square miles, would be combined with the adjoining territory of Transjordan, across the Jordan River and the Dead Sea, to make a new independent Arab State of some 23,000 square miles. It would contain a section of Mediterranean seacoast, the forested highlands, the desert of Gaza, most of the River Jordan, and the Dead Sea.

Much smaller, under the terms of the Peel report, would be the section retained under British mandate, being only about 500 square miles. However, this "third" would include the three important holy cities of Jerusalem, Bethlehem and Nazareth, and a wide corridor to protect the railway and highway from Jerusalem to the sea. Britain would also retain control of the important seaport and naval base at Haifa, in the Jewish State, and the cities of Acre and Tiberias.

### Amazing Growth Since World War

Because the Peel report is so bewildering to both native and outsider, it focuses attention on one of the most complicated racial and economic puzzles in the world today. Palestine, since the World War, has grown and developed in an amazing fashion. As a result of heavy immigration and bettered health conditions the population has nearly doubled. Electric power, modern highways, air lines, radio, motion pictures, mechanized farming, widespread education—all have played a part in the transformation of this pastoral land. Palestine, in fact, has virtually emerged from medievalism to modernism in a generation.

Figures indicate why the Arab-Jewish problem has become increasingly troublesome. In 1922, out of a total population of 757,182, the vast majority, or 590,890, was Moslem. At that time there were only 83,794 Jews, and 73,024 Christians. Last year the estimated total population was 1,336,518. The number of Moslems had increased to 848,342, but the Jewish population had soared to 370,483, while the Christians numbered 106,474.

Even more significant has been the development of the rich Jewish metropolis



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back of important American industries, many of which draw raw materials from or send finished products to South America. This series (Tuesday, 4:30 to 5 p.m. Eastern Standard Time, C.B.S.) is being sent via short-wave to all parts of Latin America from two short-wave stations: one in New York and the other in Philadelphia.

### Cuba Calls Peace Conclave

Of more than local interest, since North American importers have begun to look toward South America for raw materials cut off or reduced by Spanish and Oriental wars, was the forum "The Advancement of Understanding and Good Will in the Americas," sponsored by the Rotary Club of Washington, D. C., in the national capital October 20th. At this meeting Latin American problems were discussed by such distinguished speakers as Secretary of Commerce Daniel C. Roper; the President of Rotary International, Hon. Maurice Duperrey, of Paris, France; and the Dean of the Foreign Service School of Georgetown University, Dr. Thomas H. Healy.

Last month, also, the Cuban Government invited representatives of all the countries in North and South America to make a joint effort to end the conflict in Spain, indicating that the Latin American republics are ready and willing to take part in the search for world peace.

Note: In addition to the Map and accompanying article, "Bonds Between the Americas," in the *National Geographic Magazine* for December, 1937, see also "Skypaths Through Latin America," January, 1931; "Flying the World's Longest Air-Mail Route," March, 1930; "Buenos Aires to Washington by Horse," February, 1929; "To Bogotá and Back by Air," May, 1928; and "How Latin America Looks from the Air," October, 1927.

**Bulletin No. 4, November 8, 1937.**

*Photograph by Ernest G. Holt*

**"BLACK GOLD," A RUBBER BAND JOINING NORTH AND SOUTH AMERICA**

**An important factor in the foreign trade which binds the two continents is rubber. Crude smoked latex in a black ball here starts down the Rio Negro, a branch of the Amazon River, for a long journey and many refining processes. The chances are that it will finally become a rubber tire in the United States. After a rubber panic, caused by over-production of rubber and a neglect of practically all other commodities, the rubber regions of Brazil have taken up other pursuits as well, and that country is also a leading producer of coffee, cocoa, sugar, and tobacco.**

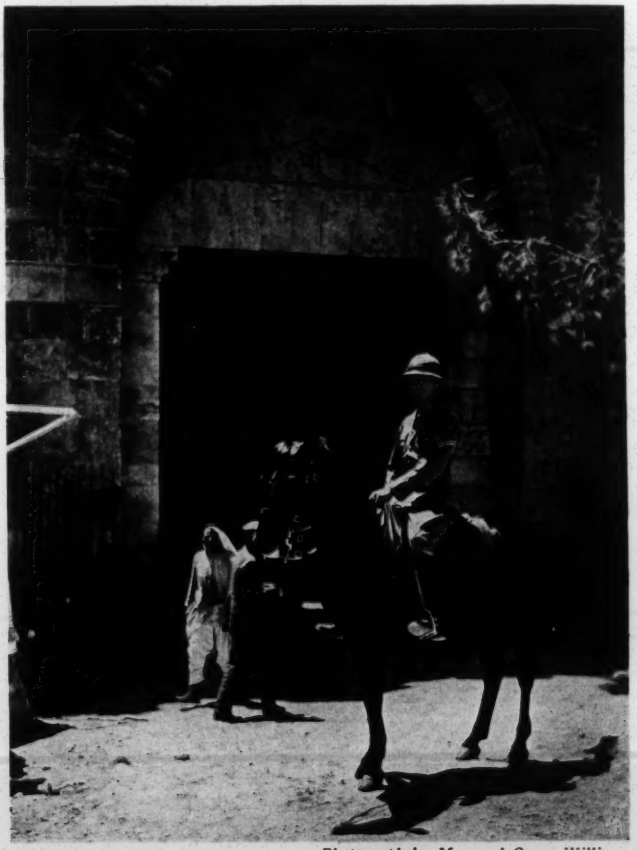
and seaport of Tel Aviv. Its site was a deserted area of sand dunes until 1909. Now, with 140,000 inhabitants, it is the largest city in Palestine, and the most modern and progressive city in the Near East. Its all-Jewish population has captured much of the trade of the ancient port of Jaffa, while its banks, shops, clubs, office buildings, traffic lights, garden suburbs and bathing beaches give it the air of a European or American, rather than an Asiatic, city.

Three official languages—English, Arabic, and Hebrew—are in use. Government officials, bankers and business men also need some knowledge of French and German. The situation is further complicated by the fact that Jerusalem, the capital, is a Holy City of three faiths—Christian, Moslem and Jew. The Christians have three Patriarchs—Orthodox, Latin and Armenian—and in addition there are also Anglican, Jacobite and Coptic Bishops.

Note: For photographs and information about modern developments in Palestine see "Changing Palestine," *National Geographic Magazine*, April, 1934.

See also in the GEOGRAPHIC NEWS BULLETINS: "Peace Again in Palestine, Mixing But Not Melting Pot," week of November 2, 1936.

**Bulletin No. 5, November 8, 1937.**



*Photograph by Maynard Owen Williams*

**HE MUST SETTLE DISPUTES IN A LAND DIVIDED**

**Against the Biblical background of the gate which leads from Jerusalem to Damascus, a British policeman mounts guard. To keep peace and administer justice in troubled Palestine today, he needs the wisdom of Solomon, the patience of Job, and a swift Arabian stallion to keep pace with disorder.**

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